

THE * COMET

V. H. LYLE Editor and Owner
PUBLISHED EVERY THURSDAY
Entered at the Post Office at Johnson City, Tenn., as second class matter

Loss of Flesh

When you can't eat breakfast, take Scott's Emulsion. When you can't eat bread and butter, take Scott's Emulsion. When you have been living on a milk diet and want something a little more nourishing, take Scott's Emulsion.

To get fat you must eat fat. Scott's Emulsion is a great fattener, a great strength giver.

Those who have lost flesh want to increase all body tissues, not only fat. Scott's Emulsion increases them all, bone, flesh, blood and nerve.

For invalids, for convalescents, for consumptives, for weak children, for all who need flesh, Scott's Emulsion is a rich and comfortable food, and a natural tonic.

Scott's Emulsion for bone, flesh, blood and nerve.

We will send you a free sample.

Be sure that this picture in the form of a label is on the wrapper of every bottle of Emulsion you buy.

SCOTT & BOWNE, CHEMISTS,
409 Pearl St., N. Y.
50c. and \$1. at all druggists.

It was a campaign of irrigation.

Even the first ward elected a republican.

And the first ward elected its first republican.

We don't mind being run over by republicans but we do hate to have democrats tramp over us.

Judge Chestnut denies that he will appeal from the decision of the voters to the legislature to seat him as floater.

The political writer in the Nashville News says it is rumored that Sen. D. Wike, of Williamson, Cheatham and Hickman, will be a candidate for the Senatorial speakership.

Chattanooga is talking about having a Semi-Centennial Peace Jubilee Exposition in 1915. Chattanooga can have it if it tries but it ought to cut the name down so a fellow could pronounce it before the show is open.

In his political column in the Nashville News Frank W. Lewis says:

"Senator John I. Cox's strength is recognized not only by the Democrats, but by the republicans as well, for the latter have had several object lessons which have proved to them that Senator Cox is hard to beat. The harder they have tried to beat him in the Second Senatorial District, the larger have grown his majorities."

Lewis forgot to look at the figures. Two years ago Cox had a majority of 130; this year it was reduced to 512.

HAVE YOU ANY IDEAS?

If you have any plans for your city or any desire for the safety of your children you should help fix up Science Hill school grounds. We want to build a rock wall and steps in front and stone sides, and make the grounds and terraces safe and pleasant. It will cost several hundred dollars. How much will you give? Think it over and notify The Comet or some member of the school board of the amount and it will be duly acknowledged.

Amount left of bond issue, \$300.00

The Comet, 10.00

J. E. Brading, 10.00

J. M. Book, 10.00

M. I. Gump, 10.00

Harkett Wood, 10.00

J. E. Lowry, 10.00

J. A. Martin, 10.00

J. W. Crumley, 10.00

George T. Wofford, 10.00

George B. Brown, 10.00

R. C. Hunter, 10.00

S. C. Williams, 10.00

Total to date, \$420.00

The news have reached us through the New York World that Mrs. John Jacob Astor does not wear diamonds in her garter buckles. Mrs. Astor will have to show us—Hardeman Free Press.

THE MUNICIPAL ELECTION HELD.

The municipal election on Wednesday of this week was one of the most remarkable ever held in this city in many respects. Politics had been laid aside and the people were aroused and divided on the question of whiskey. The whiskey element lined up behind Mr. Vines and the "dry" people followed Mr. Barton. It was a bitter fight and one that should have been avoided because the election could not affect the liquor laws in any way. Johnson City saloons were abolished by a special act of the legislature and no act of the board can put them back. However, the fight was made upon this issue and D. A. Vines defeated W. J. Barton by a majority of 109. The "wets" elected their aldermen, C. B. Allen in the First ward by three votes over Frank Taylor; W. I. Hart in the Second ward by 94 votes over Jno. Bayless and T. W. Sizemore in the Third ward by 20 votes over Geo. Barrons. The democrats elected Tom Young in the First and P. H. Wofford and J. W. Cass were elected in the Fourth without opposition. They are "dry" and with the three democrats (two holders) will organize the board and thus tie the hands of the mayor and give him the empty honor of being mayor in name only.



"Beefy" Hart carries the Second Ward with a "smile."

The Cheerful South.

The south is cheerful and serene. The past is only a promise of her future. The Panama canal will be built, and the merchants of the south will be the merchants of the world. Southern ports will handle much of the commerce that will pass through the canal. Ten-cent cotton will be a permanent thing. We are looking mournfully back into the past. It can never come again. We are the happiest people on the face of the earth. The moon shines bright on the old Kentucky home new modeled. There is still the sound of music way down on the Suwanee River. The corn is full of kernels, and the Colonels full of corn.

Many a youth and many a maid are dancing in the chequered shade, and the mocking bird is singing in the lane.—Commercial Appeal.

Johnson City is in the throes of a municipal election today. There are three candidates for mayor in the field, the democratic and republican nominees and an independent. The wet or dry issue is cutting a good deal of ice. The Democratic nominee is said to be a fine business man conservative and level headed. He is for keeping out bar-rooms. We trust that the good people of that thriving community may consider it to be to their best interest to elect him by a large majority.—Bristol Courier.

Lewis forgot to look at the figures. Two years ago Cox had a majority of 130; this year it was reduced to 512.

HAVE YOU ANY IDEAS?

If you have any plans for your city or any desire for the safety of your children you should help fix up Science Hill school grounds. We want to build a rock wall and steps in front and stone sides, and make the grounds and terraces safe and pleasant. It will cost several hundred dollars. How much will you give? Think it over and notify The Comet or some member of the school board of the amount and it will be duly acknowledged.

Amount left of bond issue, \$300.00

The Comet, 10.00

J. E. Brading, 10.00

J. M. Book, 10.00

M. I. Gump, 10.00

Harkett Wood, 10.00

J. E. Lowry, 10.00

J. A. Martin, 10.00

J. W. Crumley, 10.00

George T. Wofford, 10.00

George B. Brown, 10.00

R. C. Hunter, 10.00

S. C. Williams, 10.00

Total to date, \$420.00

The news have reached us through the New York World that Mrs. John Jacob Astor does not wear diamonds in her garter buckles. Mrs. Astor will have to show us—Hardeman Free Press.

Winter or summer colic is unknown when you give the baby Dr. Fahrney's Teething Syrup. You can get a sample if you write. At H. C. Miller's.

Cy Lyle bet us \$30 to \$10 that Roosevelt would be elected, and we have declined to settle because Cy was betting on a certainty. We are informed that he is coming down here with a gun to collect it. If he does, we will have him arrested for gambling. Bring a jug with you, Cy, when you come.—Hardeman Free Press.

"Uncle Bill" Barton might have done better by pleading alone with voters.

The official vote in Colorado, except Denver, Pueblo and Arapaho, where the count has not been completed, shows that Gov. Robbery ran more than 40,000 votes behind President Roosevelt. Adams' majority so far as ascertained is 10,106.

Cy Lyle says that we write an article on "The Beauties of Temperance" and then get drunk for a week. This is a measly slander. We was full when we wrote the article, or we never would have written it.—Hardeman Free Press.

C. & O.'S BIG SANDY LINE.

New Opened to Prestonsburg, Ky., and to be Completed to Elkhorn City by June.

Referring to the press report for the company was making surveys for an extension from Elkhorn City, Ky., into Wise county, Virginia, F. L. Cabell, engineer of construction, Chesapeake & Ohio Railway, writes from Richmond, Va., to the Manufacturers' Record denying the rumor, but says the line under construction from Whitehouse, Ky., to Elkhorn City, seventy-seven miles, passes through or in the vicinity of Paintsville in Johnson county, Prestonsburg and Layneville in Floyd county and Pikeville in Pike county. It has been opened for operation to Paintsville, nine miles above Whitehouse, for the past two months, and has probably just been put in operation as far as Prestonsburg, twenty-three miles from Whitehouse, Mr. Cabell having named November 14 as the date for opening the line to that point. In June, 1905, it is expected to have the road ready for operation to Elkhorn City.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.

From Whitehouse this line follows the Levisa fork for six and one-quarter miles above Whitehouse, where it crosses that stream and follows the left bank to Russell fork. It then follows the left bank of Russell fork to Elkhorn City. It has no connection with other railroads. The maximum grade is .2 of 1 per cent, and the maximum curvature is eight degrees. The commerce to be supplied by the territory traversed by this line will consist of saw logs, crosties, staves, grain, tanbark, produce and much coal. M. O. Hankins is division engineer in charge of the work.—Manufacturers' Record.